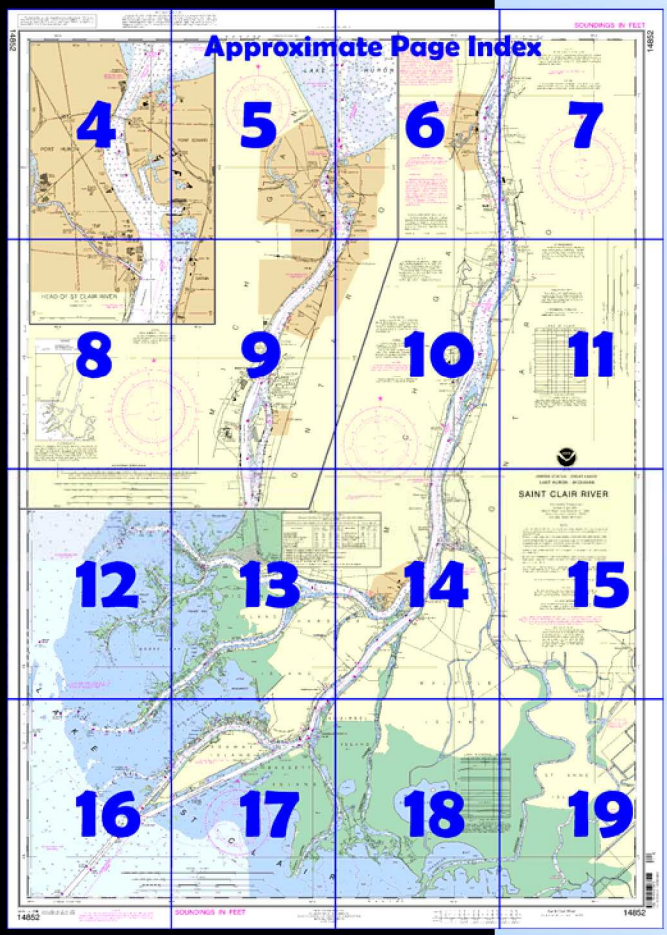
BookletChart™

Saint Clair River

(NOAA Chart 14852)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

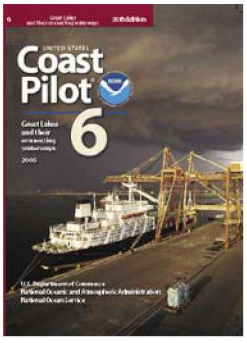
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 8 excerpts]

(20) **St. Clair River** flows S from Lake Huron and empties into the NE side of Lake St. Clair. The mouth of the river is an extensive delta providing numerous outlets into the lake.

(22) **Chenal Ecarte** (also known as **The Snye**), branches eastwards from St. Clair River at **Baby Point** (42°38'N., 82°30'W.), 1.8 miles NNE of Russell Island. The main route to **Wallaceburg** is via Chenal Ecarte and **Sydenham River**, which flows into Chenal Ecarte 6 miles SE of Baby Point. Consult the appropriate local authority, which is the Base Manager, Canadian Coast Guard Base, Amherstburg, Ontario, for the latest depth information.

(50) **St. Clair Cutoff Channel**, the main vessel route through the St. Clair River delta, extends ENE from the N end of Lake St. Clair ship channel for about 6 miles between **Seaway Island** and Bassett Island to its junction with South Channel at the SE end of Harsens Island. The channel is maintained by the Canadian Government and is well marked by lighted and unlighted buoys, lights, and a **064°15'** lighted range on Squirrel Island.

(52) **St. Clair Flats Canal** extends from the N end of Lake St. Clair ship channel NE for about 1.7 miles along the SW end of Seaway Island to the junction with South Channel. The canal is marked by lighted and unlighted buoys, a light, and a **041°** lighted range. **South Channel** extends from the N end of St. Clair Flats Canal along the NW side of Seaway Island and bends E along the S shore of **Harsens Island, MI** to the junction with St. Clair Cutoff Channel at **Southeast Bend.** This section of South Channel is well marked by lights.

(57) **Russell Island, MI**, is on the W side of South Channel just below the junction with North Channel. A shallow bank extends about 0.5 mile NNE from the head of the island. A lighted buoy marks the NE side of the shoal.

(58) **North Channel**, the northwesternmost part of the St. Clair River delta, branches W from the river just N of Russell Island, flows along the N side of Harsens Island and **Dickinson Island,** and empties into the E side of Anchor Bay. The outlet of the channel in the shallow water of Anchor Bay is well marked by buoys. Two irregularly shaped diked disposal areas front the channel on the N side of Dickinson Island.

(60) **Middle Channel** leads SW from North Channel between Harsens Island and Dickinson Island. The outlet in Lake St. Clair is marked by lighted and unlighted buoys. A 22-acre diked disposal area is on the W side of Harsens Island about 1.2 miles below the junction with North Channel.

(61) **Algonac, Mich.**, is a summer resort at the head of North Channel opposite Russell Island. Marinas at Algonac provide transient berths, gasoline, diesel fuel, water, ice, sewage pump-out, marine supplies, and a launching ramp. A 50-foot marine railway and hoists to 25 tons are available for hull and engine repairs. Ferries operate from Algonac to Harsens Island, Russell Island, and Walpole Island, Ont.

(68) **Port Lambton, Ont.**, a village on the E side of the river about 1 mile above the junction with Chenal Ecarte, has a 125-foot Government wharf with a reported depth alongside of about 12 feet. A marina is close S of the Government wharf.

(71) **Fawn Island, Ont.**, is off the Canadian side of the river about 3 miles above Port Lambton. Shoals with depths to 1 foot extend 0.4 mile SSW and NNE from the island. A buoy marks the S end of the shoals S of Fawn Island. A shoal with a least depth of 5 feet extends along the E limit of the dredged channel from about 0.3 to 1.3 miles N of Fawn Island with a deep channel between. An unmarked channel with a least depth of about 18 feet passes E of Fawn Island and the shoals. The channel is slightly winding and is not frequently used; the dredged channel W of Fawn Island is the preferred route.

(72) **Marine City, Mich.**, is on the W side of the river 7 miles above Russell Island. **Belle River** flows S through the town and empties into the St. Clair River NW of Fawn Island. A ferry operates between Marine City and Sombra, Ont.

(82) **Sombra, Ont.,** is on the E side of the St. Clair River opposite Marine City, MI.

(100) Cargill Salt Co. receives salt and coal at a wharf on the W side of the St. Clair River just below the mouth of the Pine River. The wharf has 1,085 feet of berthing space with reported depths of 16 to 19 feet alongside and a deck height of 7½ feet. The wharf has 1.1 acres of open storage for 55,000 tons of coal and 7,500 tons of salt.

(105) **Courtright, Ont.,** is a village on the E side of the river opposite St. Clair, MI. The **Public wharf**, is 180 feet (54.9 m) long, 10 feet (3 m) wide and 6 feet (1.8 m) high, and had a depth of 11 feet (3.4 m) in 1994. Courtright is a **Customs vessel reporting station** for pleasure craft.

(106) **Mooretown, Ont.,** is on the E side of the river 1.5 statute miles (1.3 nm) above Courtright. The wharf at Mooretown had a depth of 7 feet (2.1 m) in 1994 but had no facilities for boaters. A pile 52 feet (15.8 m) south of the SW corner of the wharf had an elevation of 3 feet (0.9 m) in 1994.

Table of Selected Chart Notes

SPEED LIMIT
Speed Limit 5 mph in Chenal Ecarté.

Ⓟ Pump-out facilities

SPEED LIMIT
Speed Limit 5 m.p.h. in Chenal Ecarté

SPEED LIMIT
Speed Limit 5 mph in Chenal Ecarté and Sydenham River.

Corrected through NM Jun. 10/06
Corrected through LNM Jun. 06/06

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free) or to the nearest U. S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Buoys marking North Channel, Middle Channel, and Old Channel may be relocated as necessary without prior notice.

ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Anchor Bay Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Detroit, MI	KEC-63	162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.108" northward and 0.287" eastward to agree with this chart.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION
POTABLE WATER INTAKE (PWI)

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U. S. Coast Pilot 6 for important supplemental information.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U. S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For a complete list of symbols and abbreviations, see Chart No. 1.

7 Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Huron is at elevation 577.5 feet and Lake St. Clair is at elevation 572.3 feet.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

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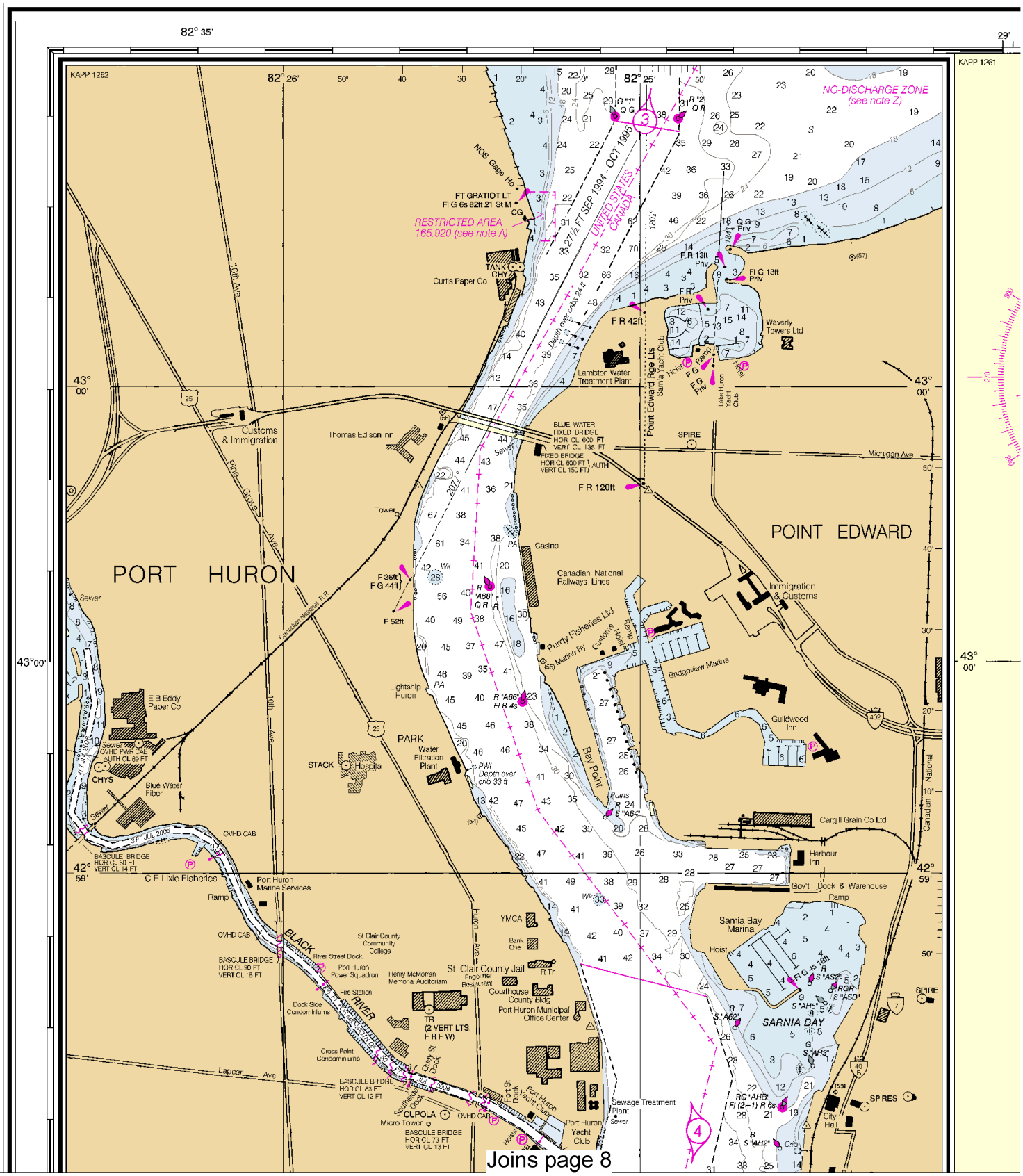


4

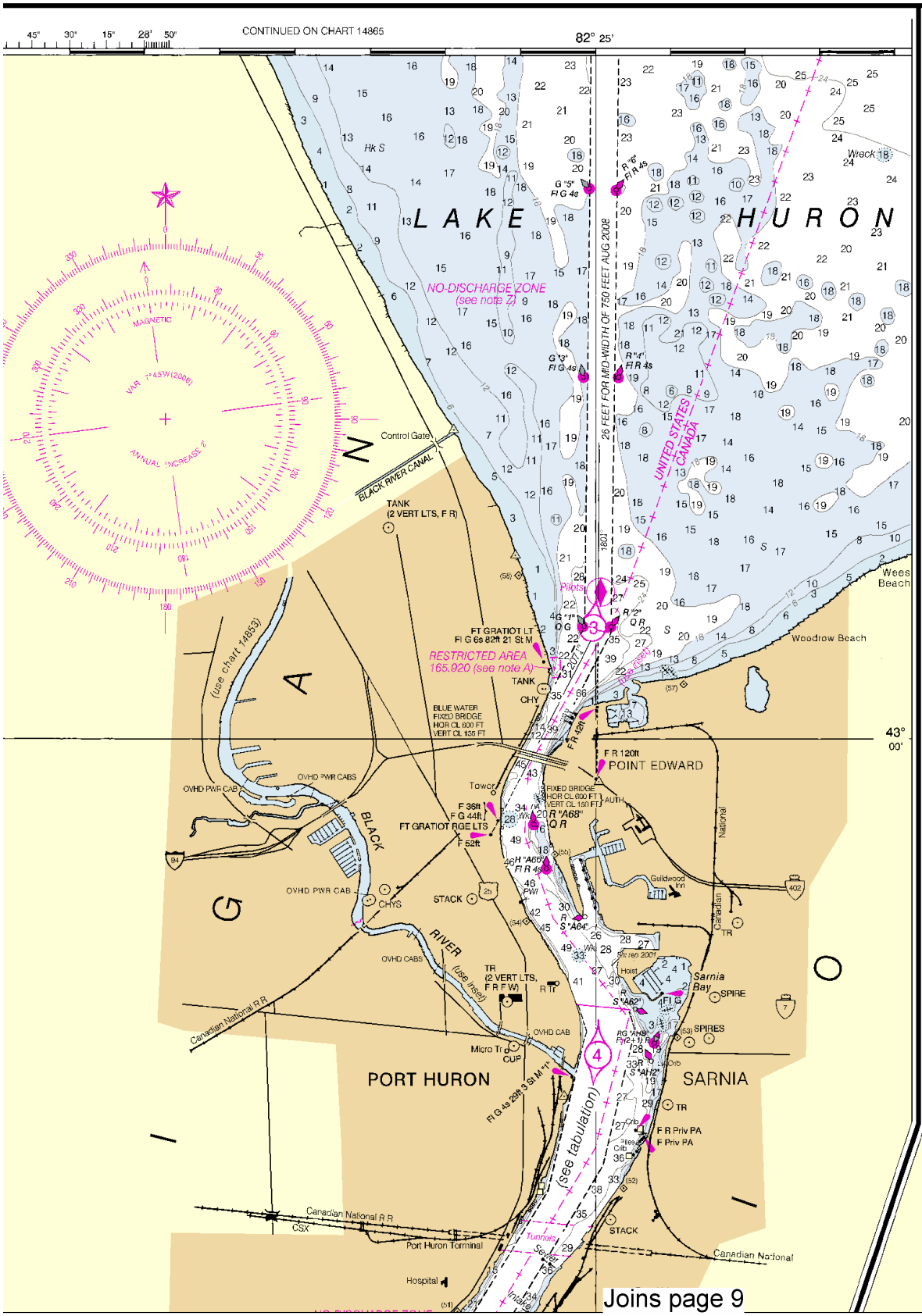
North

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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Refer to charted regulation section numbers.

Joins page 6

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

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Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Detroit, MI	KEC-63	162.55 MHz

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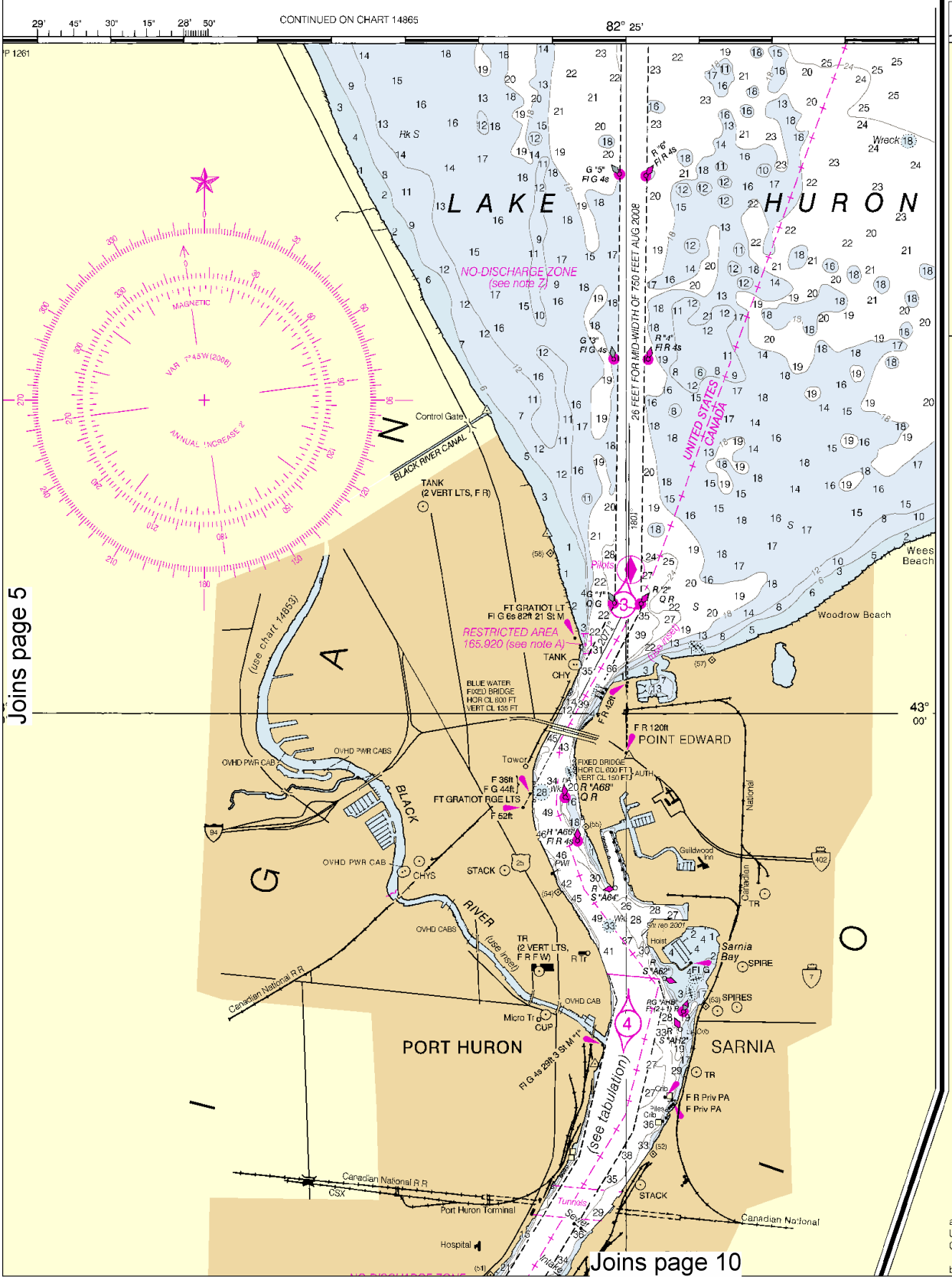
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



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North

Printed at reduced scale. ~~SCALE 1:40,000~~

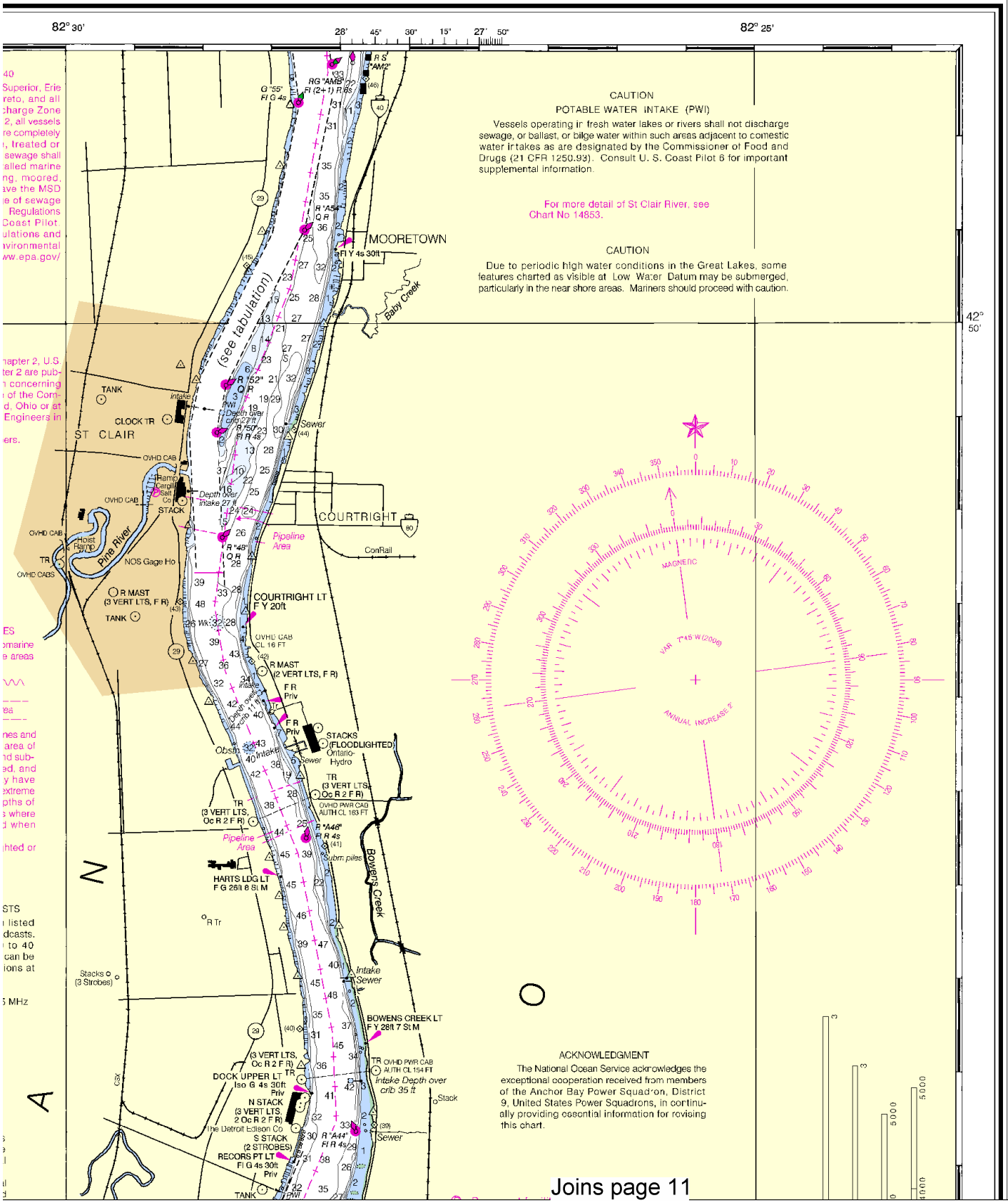
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

SOUNDINGS IN FEET

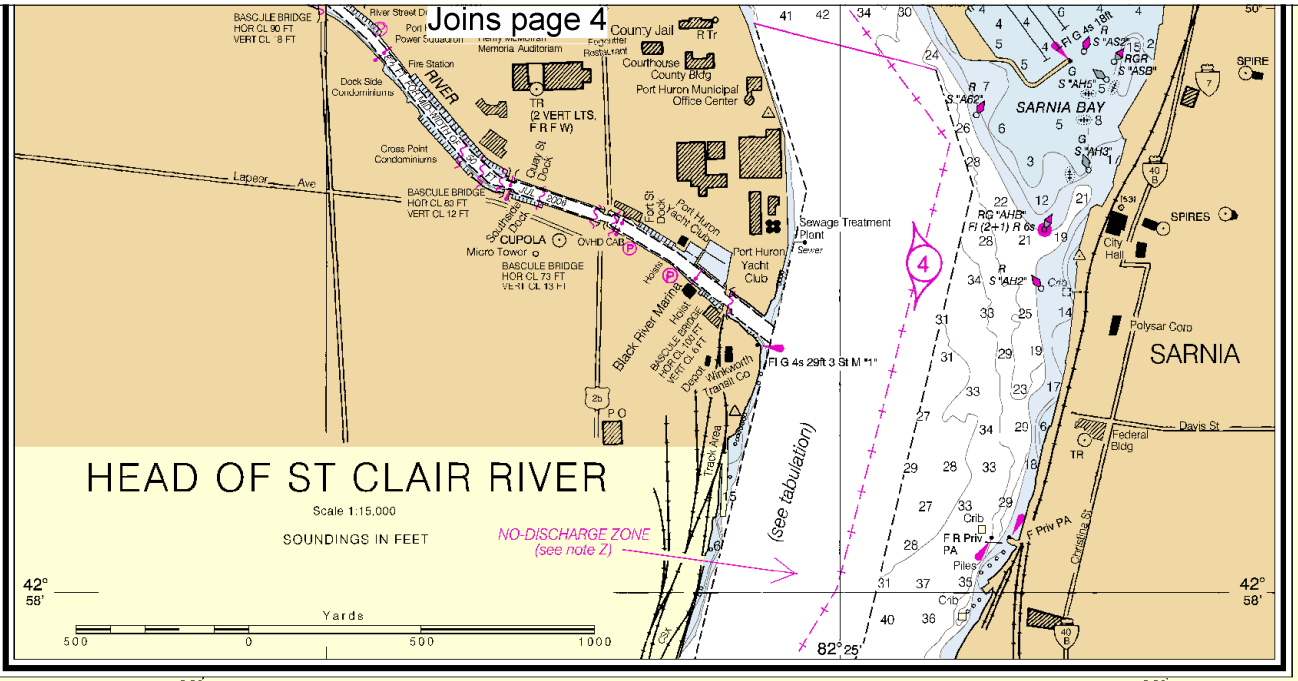
14852



Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.

Joins page 4



82° 35' 82° 30'

42° 55'

54'

45'

30'

15'

53'

50'

CAUTION

BASCULE BRIDGE CLEARANCES

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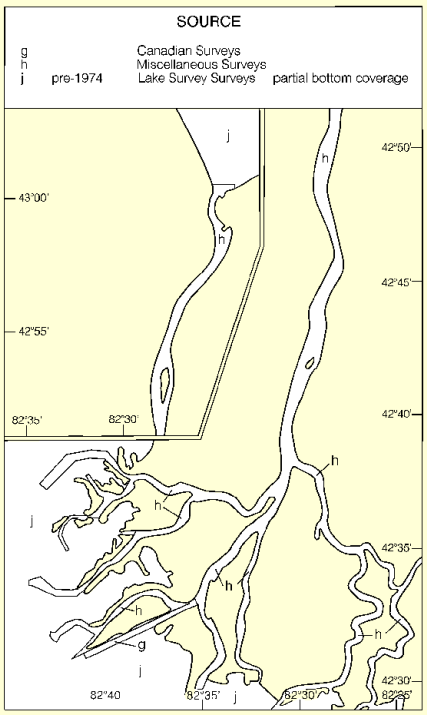

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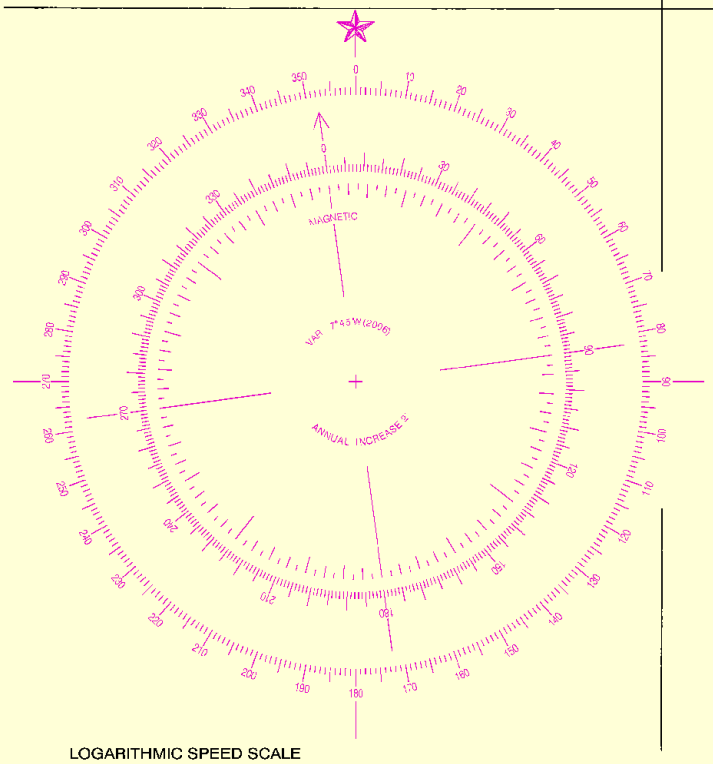


LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of div ders on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speec in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Nautical Miles

1 ½ 0 1 2 3

Joins page 12

North

Printed at reduced scale. ~~SCALE 1:40,000~~

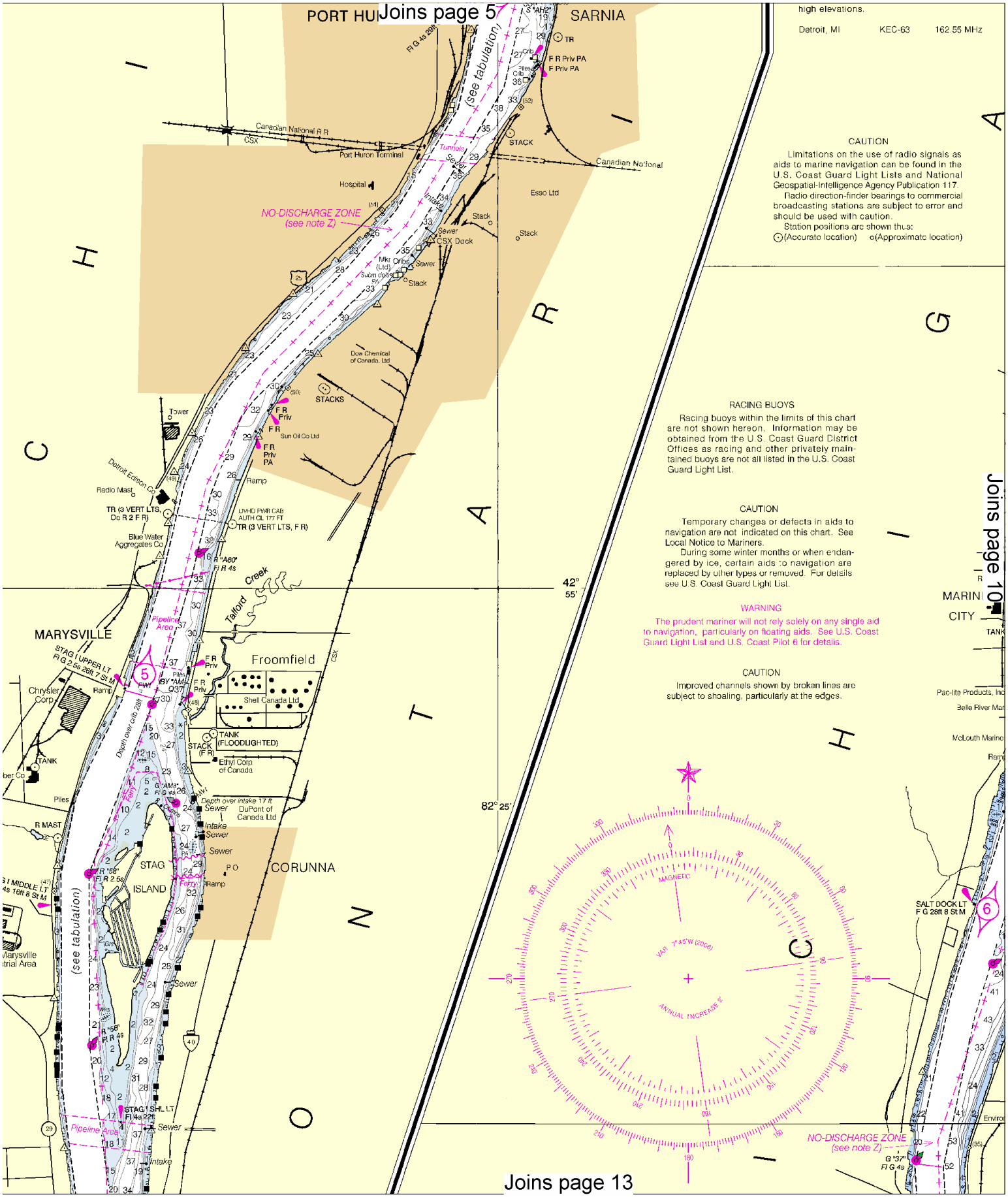
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
PORT HU
SARNIA
high elevations.
Detroit, MI KEC-63 162.55 MHz
CAUTION
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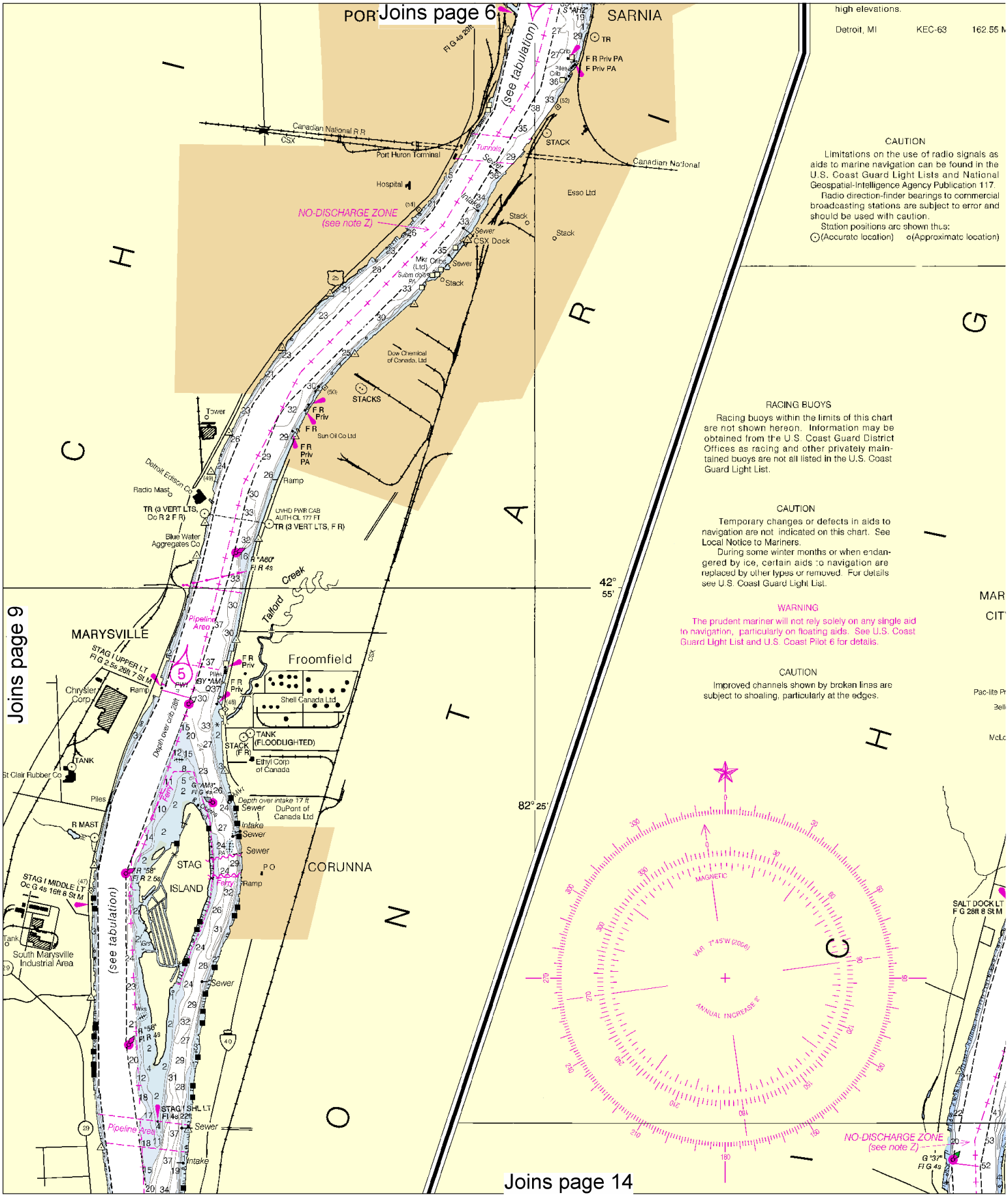
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
(see tabulation)
Canadian National R R
CSX
Port Huron Terminal
Tunnels
Sewer
STACK
Canadian National
Hospital
Esso Ltd
NO-DISCHARGE ZONE
(see note Z)
Intake
Stack
CSX Dock
Mkr Cribs (Ltd)
Subm obstn
Dow Chemical of Canada, Ltd
STACKS
Tower
F R Priv
F R
Sun Oil Co Ltd
F R Priv PA
Detroit Edison Co
Radio Mast
Ramp
TR (3 VERT LTS, Oc R 2 F R)
OHD PWR CAB AUTH CL 177 FT
TR (3 VERT LTS, F R)
Blue Water Aggregates Co
Creek
Talford
Pipeline Area
MARYSVILLE
STAG I UPPER LT
Fl G 2.5s 26ft 7 St M
Froomfield
Chrysler Corp
Shell Canada Ltd
TANK (FLOODLIGHTED)
STACK (F R)
Ethyl Corp of Canada
Depth over crib 28ft
Depth over intake 17 ft
DuPont of Canada Ltd
Intake
Sewer
P O
CORUNNA
STAG ISLAND
Ferry
Ramp
(see tabulation)
STAG I SHL LT
Fl 4s 22ft
Pipeline Area
Intake
42° 55'
82° 25'
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other privately maintained buoys are not all listed in the U.S. Coast Guard Light List.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
MAGNETIC
VAR 7° 45'W (2004)
ANNUAL INCREASE 4'
Joins page 10
MARIN
CITY
Pac-Ite Products, Inc
Belle River Mar
McLouth Marine
SALT DOCK LT
F G 28ft 8 St M
NO-DISCHARGE ZONE
(see note Z)
Joins page 13



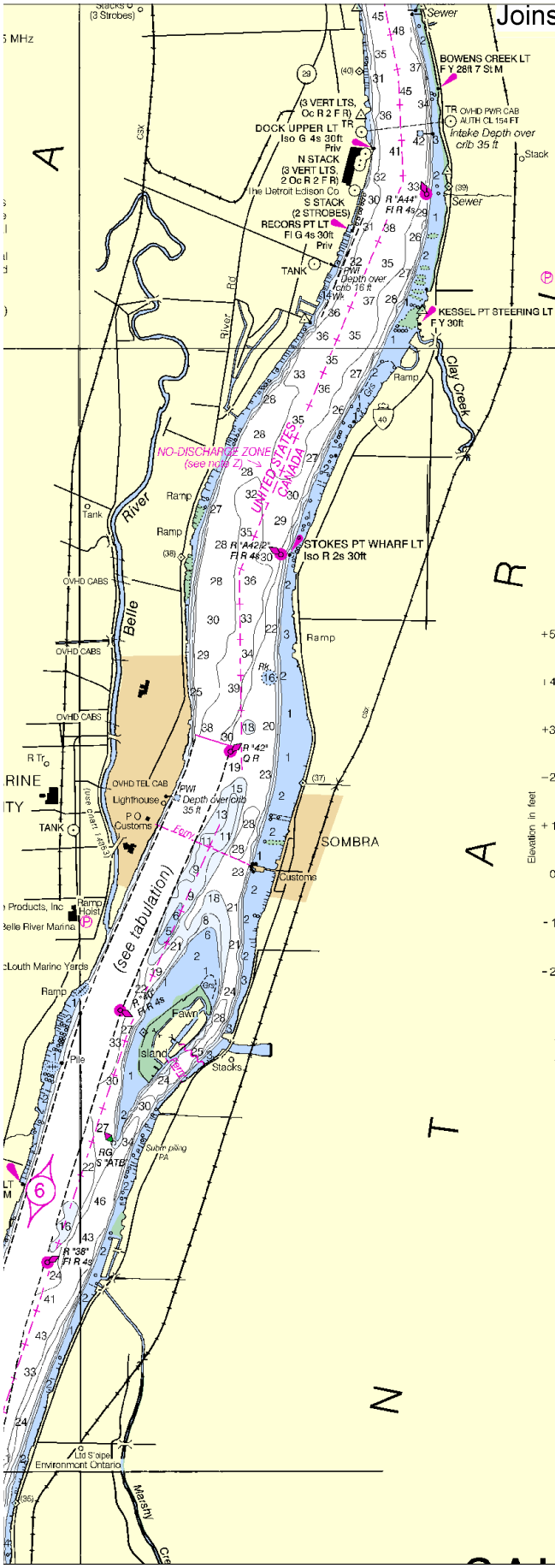
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 7



ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Anchor Bay Power Squadron, District 9, United States Power Squadrons, in continually providing essential information for revising this chart.

Ⓟ Pump-out facilities

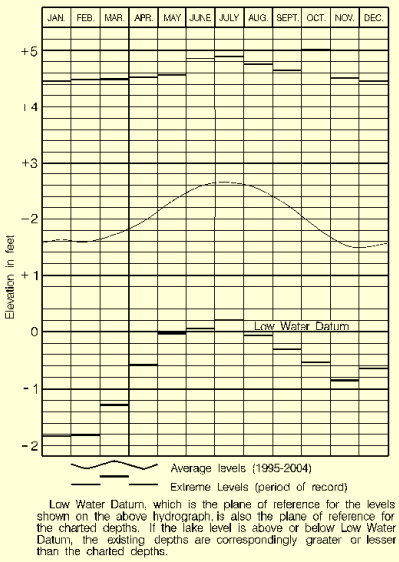
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free) or to the nearest U. S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

LAKE ST. CLAIR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

SCALE 1:40,000

Nautical Miles 3 2 1 0

Statute Miles 3 2 1 0 ½

Yards 5000 4000 3000 2000 1000 0

Meters 5000 4000 3000 2000 1000 0

42° 45'
43'
45'
30'
15'
42'
50'
42° 40'

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

Joins page 15

Most of the hydrography identified by the letter "J" was surveyed by Army Corps of Engineers prior to 1974. Other outlined areas re the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 8

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Nautical Miles

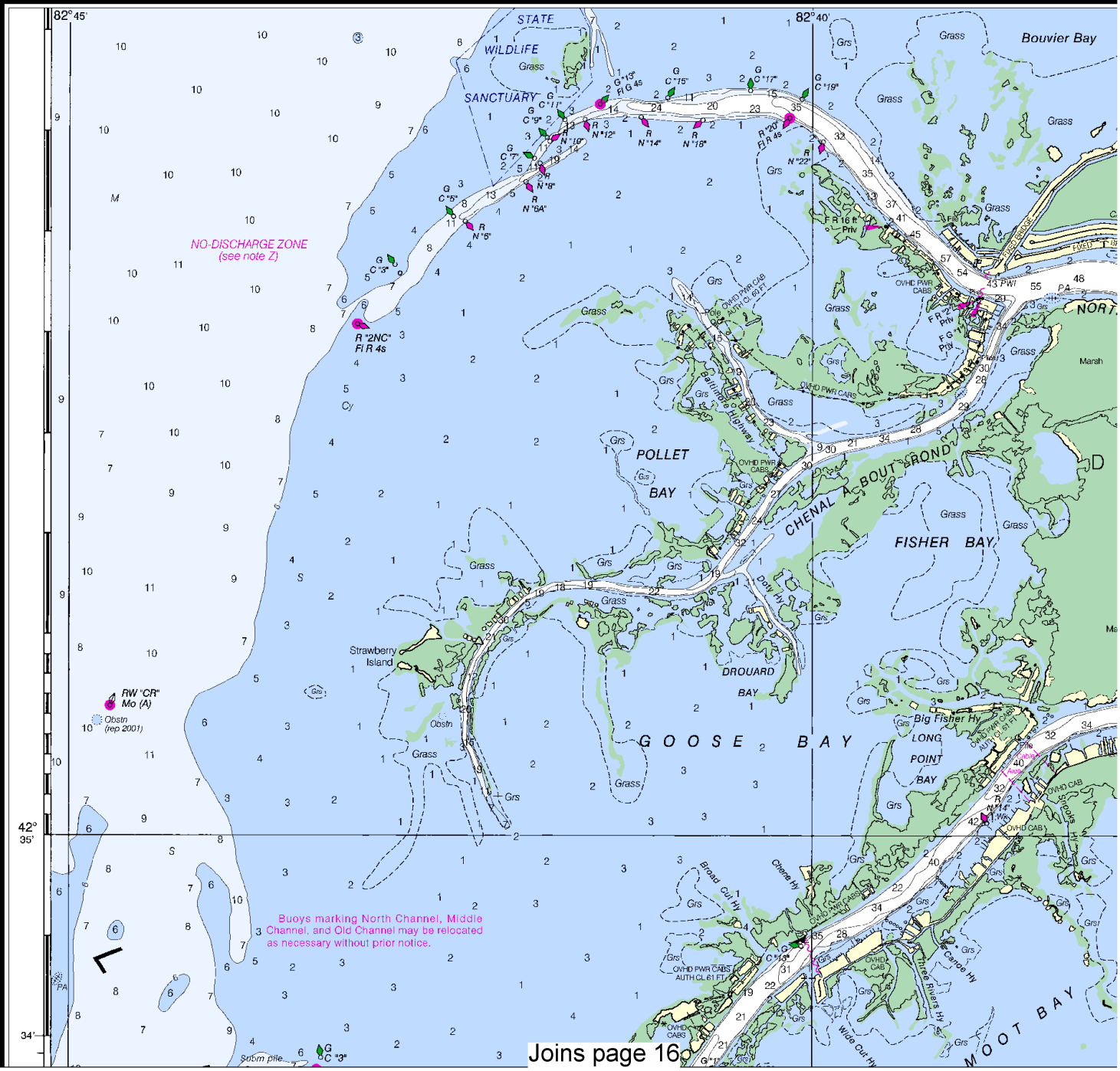
Statute Miles

Yards

Meters

82°35'

82°30'



Joins page 16

12

North

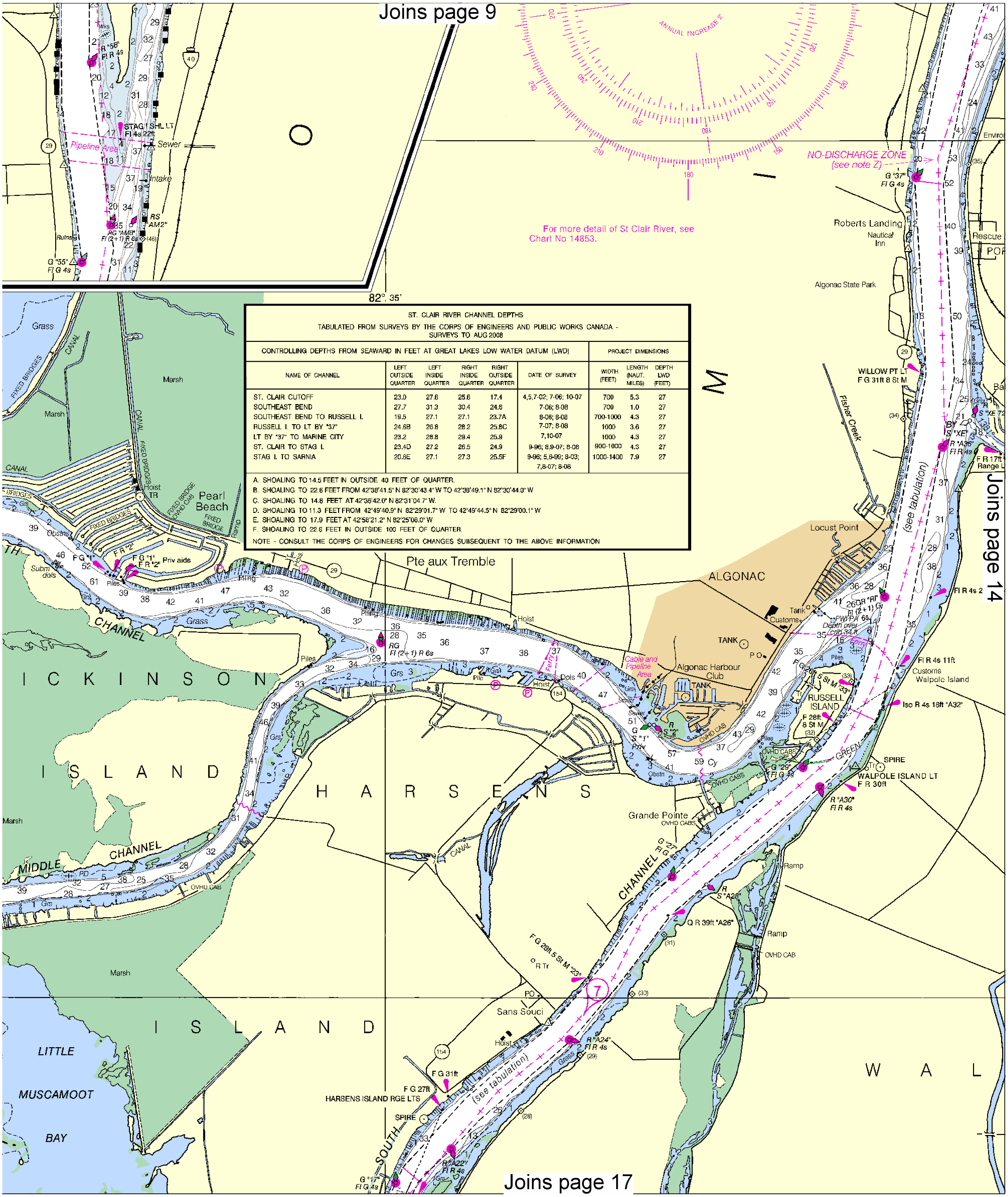
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

Yards

See Note on page 5.

Joins page 9



ST. CLAIR RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS AND PUBLIC WORKS CANADA - SURVEYS TO AUG 2008

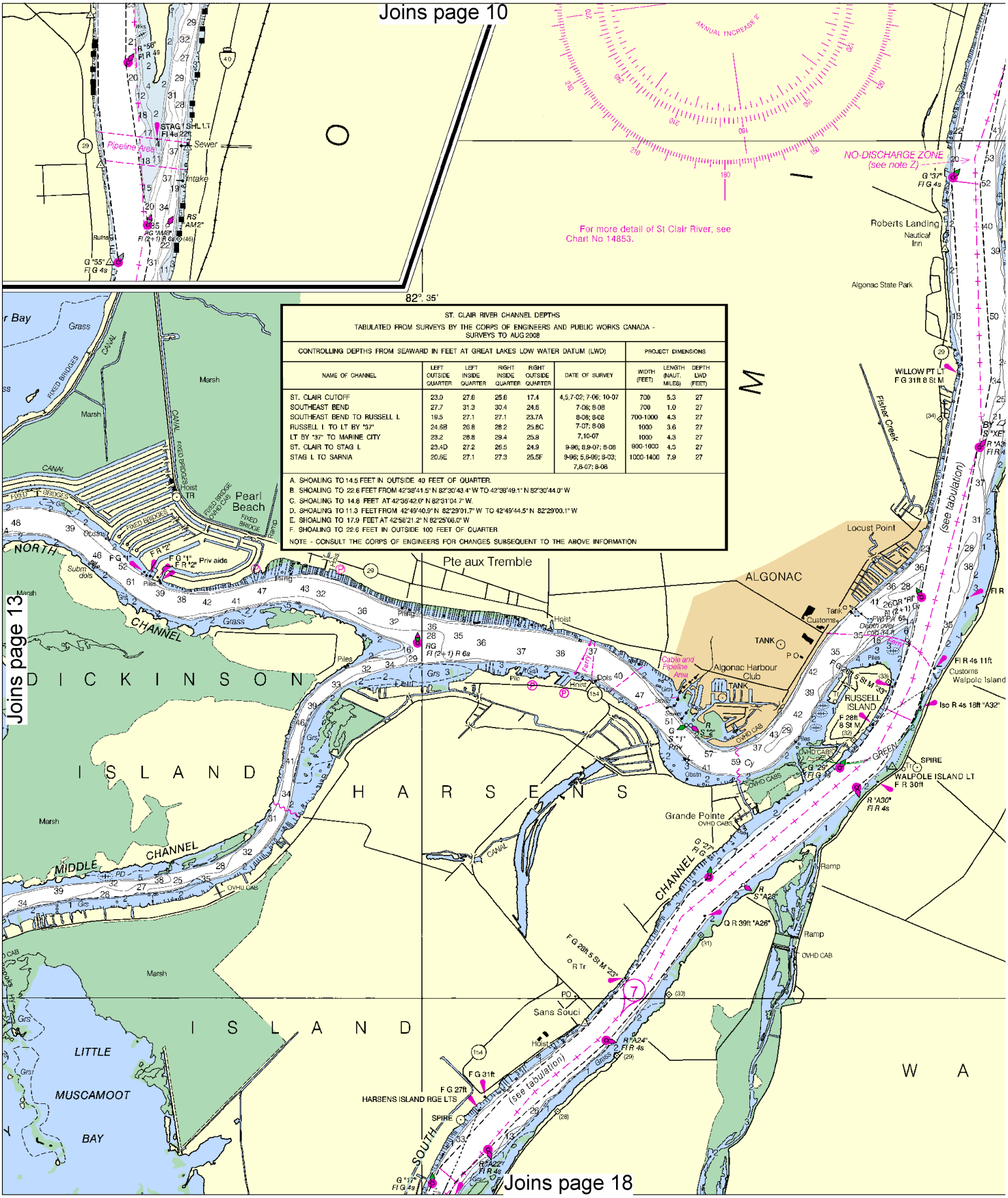
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT GREAT LAKES LOW WATER DATUM (LWD)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH LWD (FEET)
ST. CLAIR CUTOFF	23.0	27.6	25.6	17.4	4,5,7-02; 7-06; 10-07	700	5.3	27
SOUTHEAST BEND	27.7	31.3	30.4	24.6	7-06; 8-08	700	1.0	27
SOUTHEAST BEND TO RUSSELL I.	19.5	27.1	27.1	23.7A	8-06; 8-08	700-1000	4.3	27
RUSSELL I. TO LT BY "37"	24.6B	26.8	28.2	25.8C	7-07; 8-08	1000	3.6	27
LT BY "37" TO MARINE CITY	23.2	28.8	29.4	25.9	7,10-07	1000	4.3	27
ST. CLAIR TO STAG I.	23.4D	27.2	26.5	24.9	9-96; 8,9-07; 8-08	900-1000	4.3	27
STAG I. TO SARNIA	20.6E	27.1	27.3	25.5F	9-96; 5,6-99; 8-03; 7,8-07; 8-08	1000-1400	7.9	27

A. SHOALING TO 14.5 FEET IN OUTSIDE 40 FEET OF QUARTER.
B. SHOALING TO 22.6 FEET FROM 42°38'41.5" N 82°30'43.4" W TO 42°38'49.1" N 82°30'44.0" W
C. SHOALING TO 14.8 FEET AT 42°36'42.0" N 82°31'04.7" W.
D. SHOALING TO 11.3 FEET FROM 42°49'40.9" N 82°29'01.7" W TO 42°49'44.5" N 82°29'00.1" W
E. SHOALING TO 17.9 FEET AT 42°58'21.2" N 82°25'08.0" W
F. SHOALING TO 22.6 FEET IN OUTSIDE 100 FEET OF QUARTER.

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

Joins page 14

Joins page 17



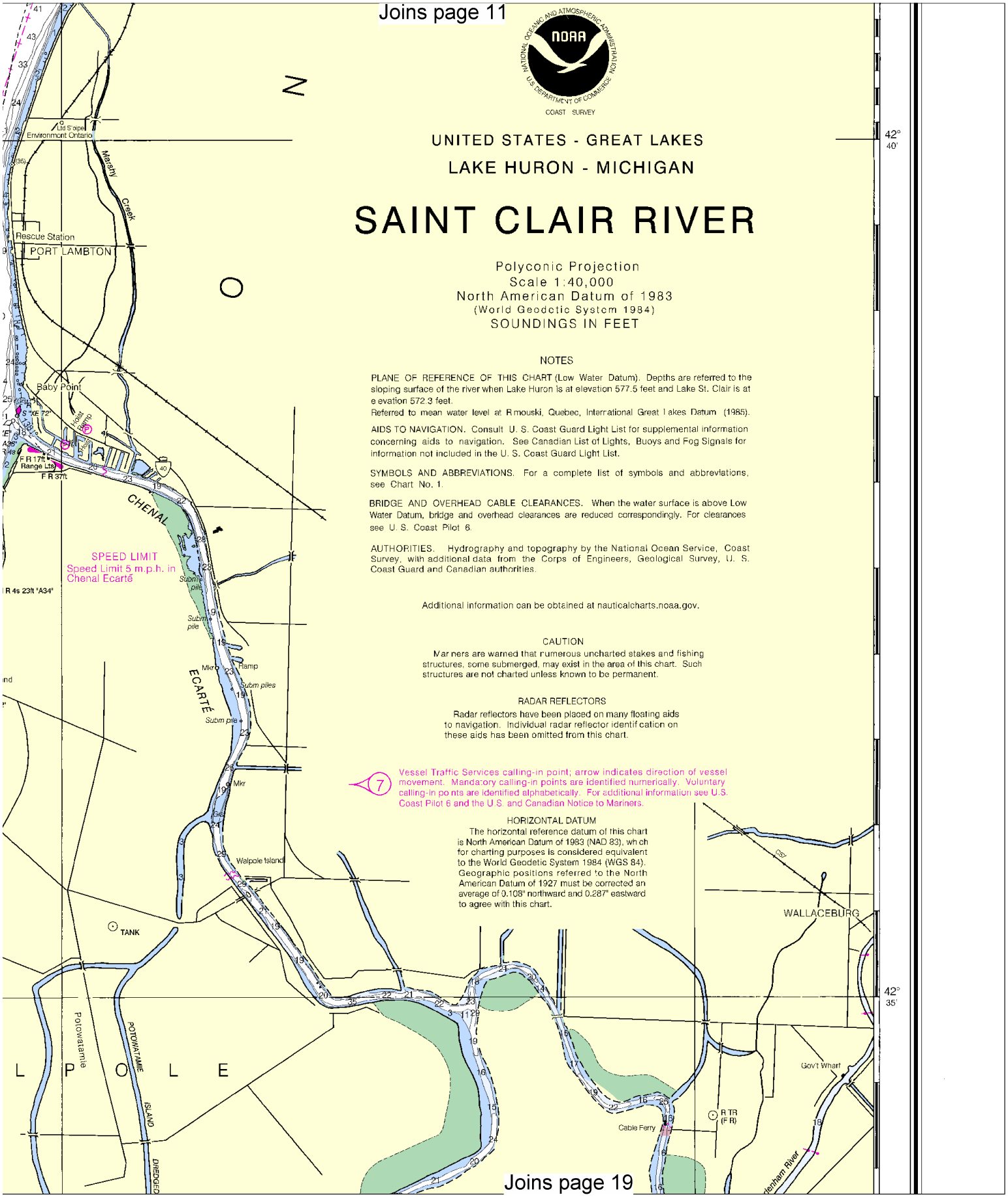
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 11



UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

SAINT CLAIR RIVER

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when Lake Huron is at elevation 577.5 feet and Lake St. Clair is at elevation 572.3 feet.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For a complete list of symbols and abbreviations, see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U. S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U. S. Coast Guard and Canadian authorities.

Additional information can be obtained at nauticalcharts.noaa.gov.

CAUTION

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

RADAR REFLECTORS

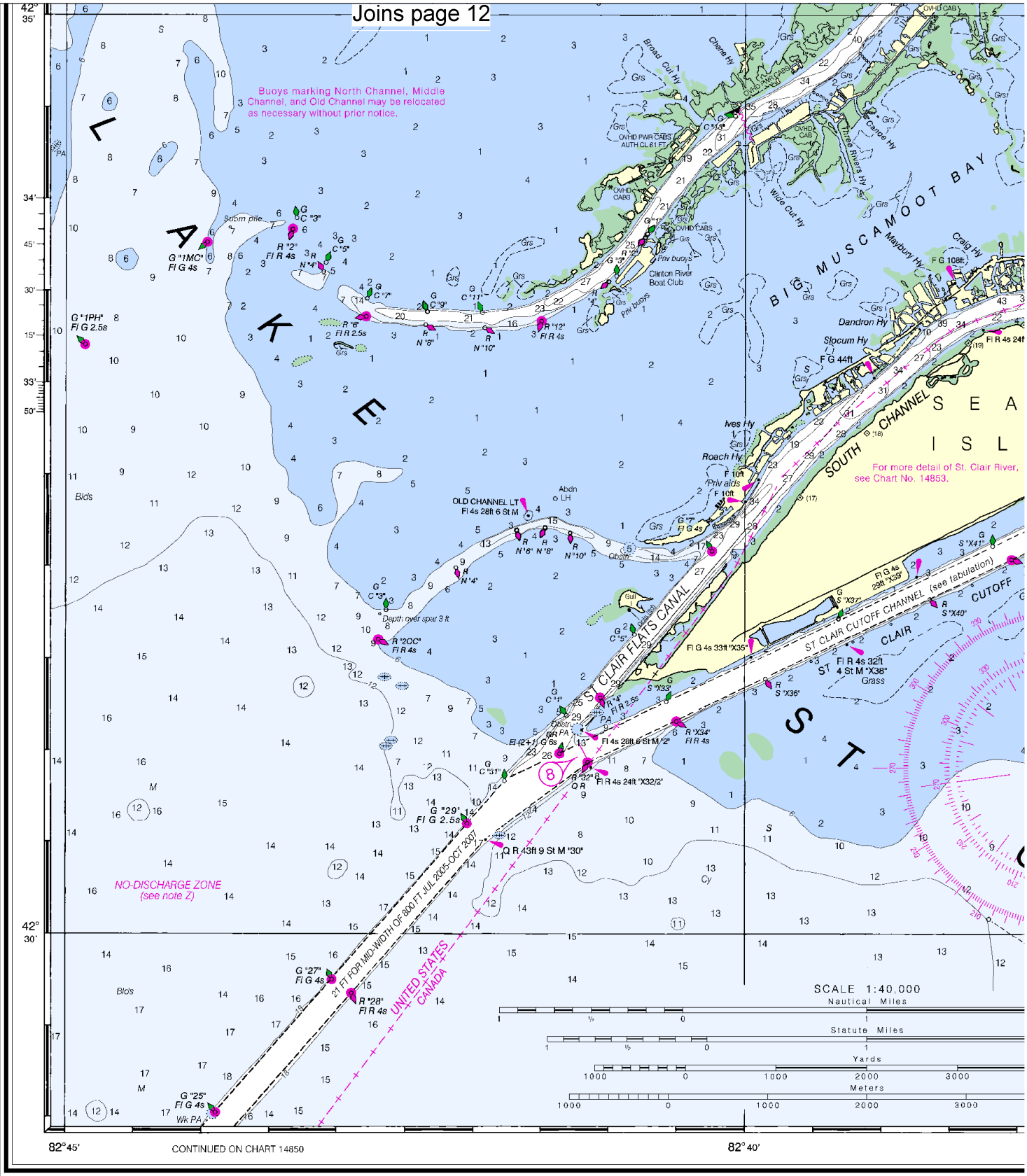
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

(7) Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.108" northward and 0.287" eastward to agree with this chart.

Joins page 19



46th Ed., Jun. / 06■
Corrected through NM Jun. 10/06
Corrected through LNM Jun. 06/06

14852

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDINGS IN

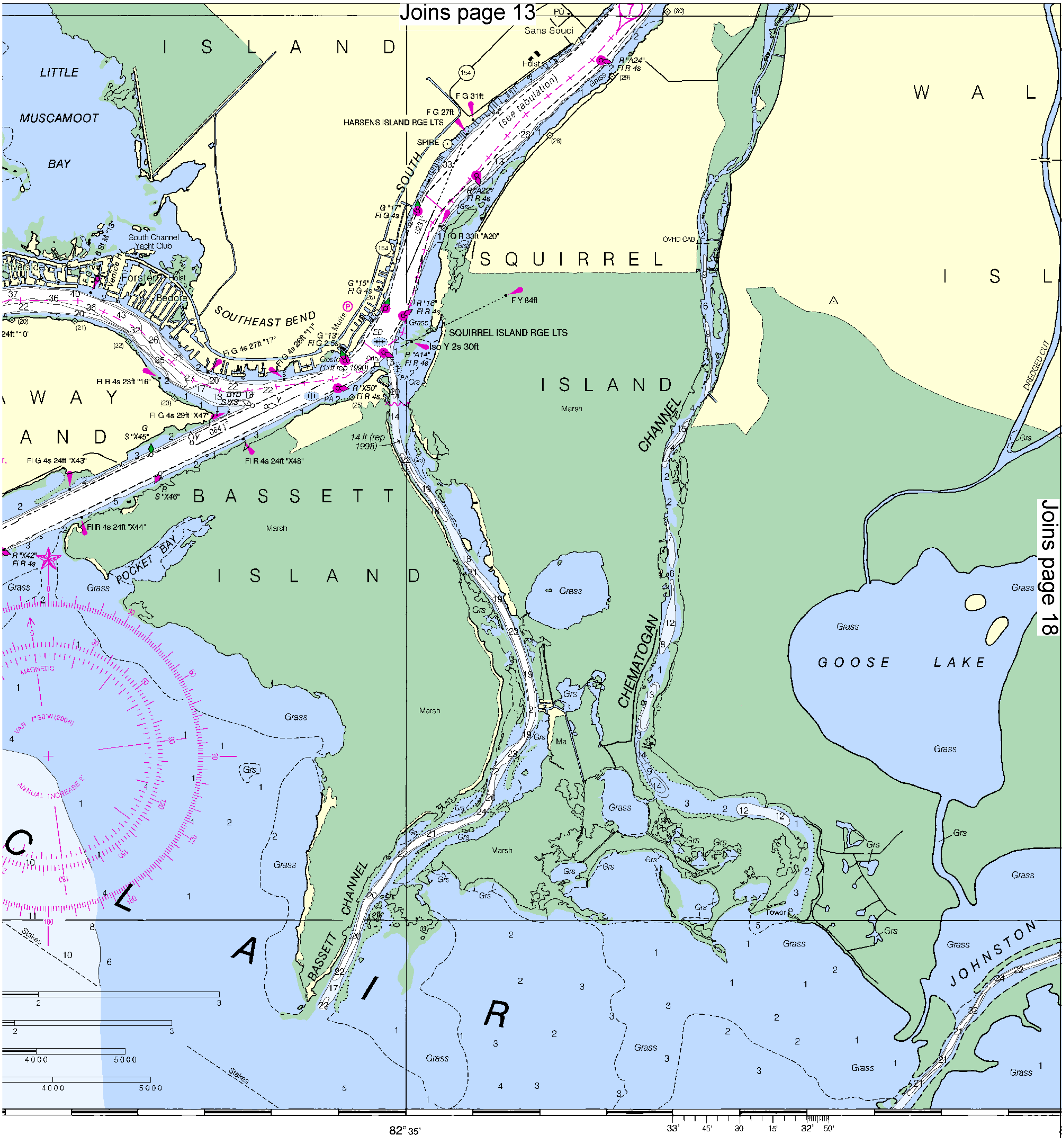
North

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 13

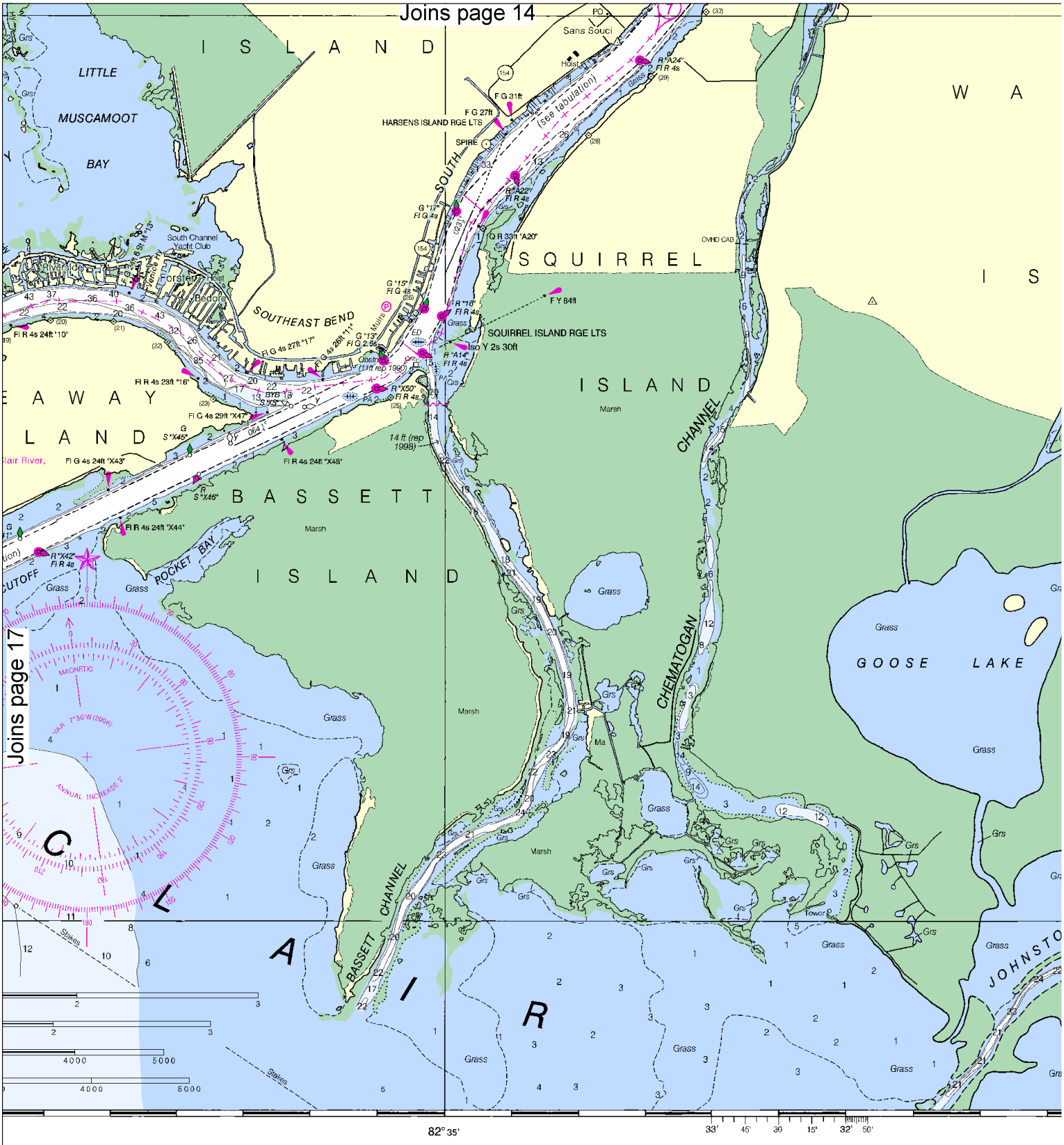


Joins page 18

FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1 2	3 4



N FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

North

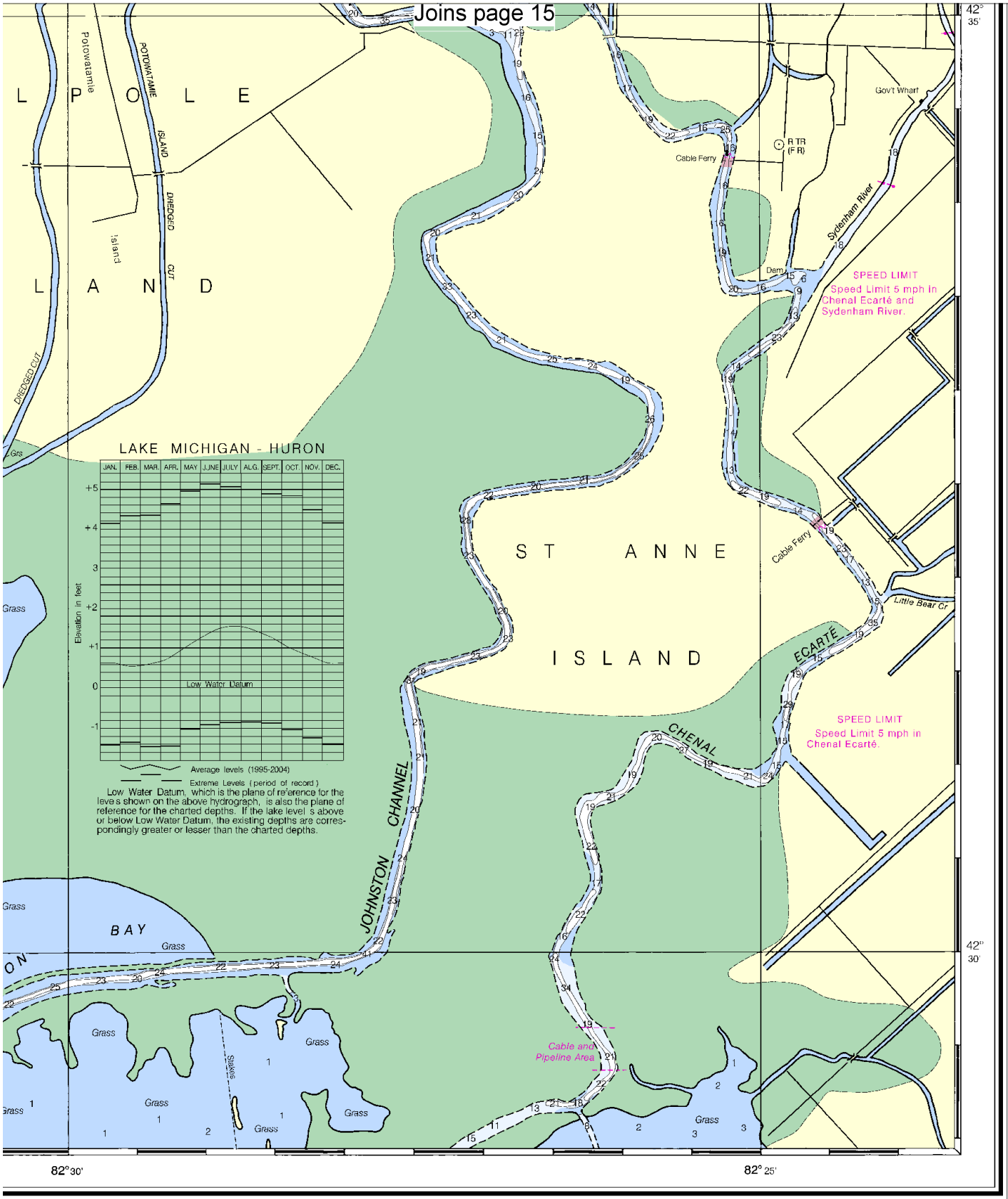
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 15



LAKE MICHIGAN - HURON

Average levels (1995-2004)

Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

Saint Clair River

SOUNDINGS IN FEET - SCALE 1:40,000

14852

ED. NO. 46

NSN 7642014010675 NGA REFERENCE NO. 14XHA14852

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (RCC) – 216-902-6117
Coast Guard Search & Rescue (Detroit) – 313-568-9524 or 313-568-9560
Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.